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Page 1

Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT PROCEDURE IDENT

INDEX REV DATE

**EFF DATE** 

No revision activity since Disc 23-2009

## **TERMINAL CHART NOTAMS**

No Chart NOTAMs for Airport USRK

**Airport Information** 

# USRK (Kogalym)

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## **General Info**

Kogalym, RUS

N 62° 11.4' E 74° 32.1' Mag Var: 17.4°E

Elevation: 220'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+5:00 uses DST

## **Runway Info**

Runway 17-35 8225' x 138' concrete

Runway 17 (173.0°M) TDZE 220'

Lights: Edge, ALS

Runway 35 (353.0°M) TDZE 217'

Lights: Edge, ALS

## **Communications Info**

ATIS **123.4** Non-English Kogalym Tower **119.4** Transit Operations **131.5** 

## **Notebook Info**

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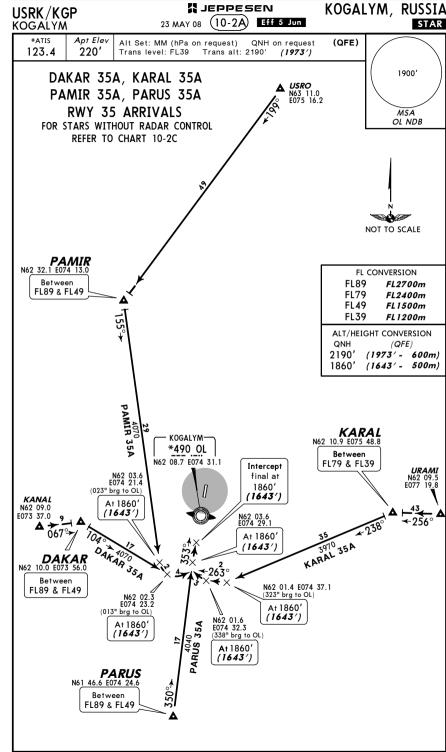
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KOGALYM, RUSSIA # JEPPESEN USRK/KGP (10-2)Eff 5 Jun 23 MAY 08 STAR KOGALYM Apt Elev (QFE) Alt Set: MM (hPa on request) QNH on request 220' 123.4 Trans level: FL39 Trans alt: 2190' 1900' DAKAR 17A, KARAL 17A PAMIR 17A, PARUS 17A ▲ *USRO* N63 11.0 MSA **RWY 17 ARRIVALS** KG NDB FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2B NOT TO SCALE **PAMIR** N62 32.1 E074 13.0 Between FL89 & FL49 N62 20.7 E074 34.2 N62 20.7 E074 39.4 (167° brg to KG) (189° brg to KG) At 1870' At 1870' (1650') (1650') N62 20.4 E074 42.9 (201° brg to KG) N62 21.0 E073 29.2 (146° brg to KG) At 1870 At 1870' (1650') (1650') N62 09.5 E077 19.8 KARAL 17A N62 19.1 E074 44.2 At 1870' Intercept (1650') final at **△** 067° 1870' (1650')**KARAL** N62 10.9 E075 48.8 KANAL KOGALYM-\*490 KG E073 37.0 DAKAR Between FL79 & FL39 N62 10.0 E073 56.0 N62 14.8 E074 33.3 Between FL89 & FL49 FL CONVERSION FL89 FL2700m FL79 FL2400m **PARUS** FL49 FL1500m N61 46.6 E074 24. FL39 FL1200m Between ALT/HEIGHT CONVERSION FL89 & FL49 (QFE) 2190' (1970' - 600m) 1870' (1650' - 500m)

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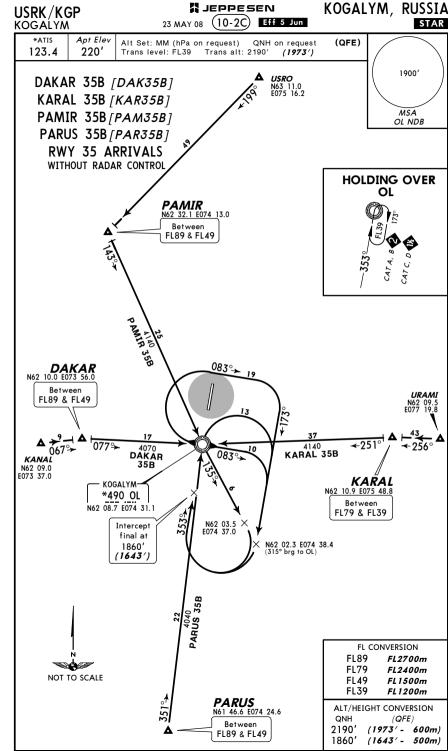


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KOGALYM, RUSSIA M JEPPESEN USRK/KGP (10-2B) Eff 5 Jun 23 MAY 08 STAR KOGALYM Apt Elev (QFE) Alt Set: MM (hPa on request) QNH on request 123.4 220' Trans level: FL39 Trans alt: 2190' USRO N63 11.0 E075 16.2 1900' DAKAR 17B [DAK17B] KARAL 17B/KAR17B/ MSA KG NDB PAMIR 17B [PAM17B] PARUS 17B [PAR17B] **RWY 17 ARRIVALS** WITHOUT RADAR CONTROL **HOLDING OVER PAMIR** N62 32.1 E074 13.0 KG Between FL89 & FL49 N62 19.1 E074 44.2 (212° brg to KG) N62 18.3 Intercept final at 1870' **KARAL** N62 10.9 E075 48.8 (1650')Between - KOGALYM-FL79 & FL39 \*490 KG **URAMI** N62 09.5 E077 19<u>.</u>8 N62 14.8 E074 33 KARAL 17B ←260° 057° - DAKAR KANAL N62 09.0 E073 37.0 **DAKAR** N62 10.0 E073 56.0 Between FL89 & FL49 PARÜŠ NOT TO SCALE FL CONVERSION FL89 FL2700m FL79 FL2400m **PARUS** FL49 FL1500m FL39 FL1200m Retween ALT/HEIGHT CONVERSION FL89 & FL49 (1970' - 600m) 1870' (1650' - 500m)

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KOGALYM, RUSSIA MJEPPESEN USRK/KGP 1 APR 05 (10-3) Eff 14 Apr KOGALYM QNH on request (QFE) 220' Trans level: FL39 Trans alt: 2190' (1970') KARAL 17A [KAR17A], KARAL 35A [KAR35A] 1900' LITMA 17A [LIT17A], LITMA 17B [LIT17B] LITMA 35A [LIT35A] MSA MORIS 17A [MOR17A], MORIS 35A [MOR35A] (Rwy 17) KG NDB RWYS 17, 35 DEPARTURES (Rwy 35) TO NORTH, EAST & SOUTH OL NDB **LITMA** N62 33.3 E074 52.5 At or above By ATC. At 880' (660') - KOGALYM-\*490 KG N62 14.8 E074 33.3 **KARAL** N62 10.9 E075 48.8 At or above FL49 At 880' (**660**') 064°-KOGALYM \*490 OL N62 08.7 E074 31.1 ALT/HEIGHT CONVERSION **MORIS** N61 40.4 E075 12.4 (660' - 200m) 2190' (1970' - 600m) At or above NOT TO SCALE FL CONVERSION

FL39

FL49

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FL1200m

FL1500m

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KOGALYM, RUSSIA MJEPPESEN USRK/KGP 1 APR 05 (10-3A) Eff 14 Apr KOGALYM Apt Elev QNH on request (QFE) 220' Trans level: FL39 Trans alt: 2190' (1970') 1900' DAKAR 17A [DAK17A], DAKAR 35A [DAK35A] KOLTI 17A [KOL17A] •, KOLTI 35A [KOL35A] • KOLTI 35B [KOL35B] MSA (Rwy 17) KG NDB RWYS 17, 35 DEPARTURES TO WEST (Rwy 35) OL NDB By ATC. DAKAR 35A At or above 1540' (1320') or at 6.5 NM - KOGALYM from THR RWY 35 \*490 KG whichever is earlier N62 14.8 E074 33.3 KOLTI 35A At 1540' (1320') **DAKAR** N62 10.0 E073 56.0 KOLTI 35B At or above Turn RIGHT FL39 at 880' (660') **KANAL** N62 09.0 E073 37.0 (660') DAKAR 17A – KÕGALYM— \*490 OL **KOLTI** N62 00.9 E074 07.2 N62 08.7 E074 31.1 At or above FL39 ALT/HEIGHT CONVERSION (QFE) 880' (660' - 200m) (1320' - 400m) 1540' 2190' (1970' - 600m) NOT TO SCALE FL CONVERSION FL39 FL1200m

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USRK/KGP KOGAĹYM

# JEPPESEN

Eff 14 Apr 1 APR 05 (10-4)

KOGALYM, RUSSIA NOISE

NOISE ABATEMENT

### **GENERAL**

Special take-off and approach noise abatement are conditioned by environment protection from harmful effect and shall be carried out by all aircraft types. For noise abatement purposes it is necessary to comply with the aircraft Flight Manual. The following procedures stated below are mandatory at Kogalym airport.

#### LOCAL FLYING RESTRICTIONS

Take-off and landing of turbine engined aircraft from/to runway with friction coefficient 0.3 or more are allowed to be conducted at the airport in accordance with the aircraft Flight Manual.

The following flight are operating from Kogalym airport:

- scheduled flights
- check and test flights
- SAR flights
- emergency flights
- urgent flight servicing organizations of public health
- areal work flights

#### **DEPARTURES**

Take-off is permitted if the actual MTOW does not exceed the maximum admissible aircraft weight for specified runway length in specific meteorological conditions.

Departures via TMA exit point KOLTI shall be carried out by tower controller coordination during making a decision for departure.

Take-off from TWY 1, 2 and 3 is permitted to 3-4 class aircraft (AN-2, AN-24, AN-26, AN-28, AN-30, AN-32, L-410, YAK-40).

#### Runway 35

Take-off from TWY 3 is permitted to 4 class aircraft (AN-2, AN-28, L-410). When departing towards exit points DAKAR or KOLTI the initial turn shall be carried out with noise abatement according to Aircraft Flight Manual at or above 1540' (1320' - 400m) or at a distance of 6.5 NM, whichever is earlier. By coordination with the tower controller departures of CAT A aircraft with a LEFT turn towards KOLTI or DAKAR initial turn is to be carried out at 880' (660' - 200m).

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KOGALYM, RUSSIA USRK/KGP M JEPPESEN Apt Elev 220' 31 MAR 06 (10-9) Eff 13 Apr **KOGALYM** N62 11.4 E074 32.1 \*ATIS \*KOGALYM Tower (TWR/GND) 123.4 119.4 NOT TO SCALE Stands 1 thru 13 available for 83 helicopters. 220 AIS MET 325 TERMINAL 331′(4) 299' Emergency strip ARP (8225'/2507m x 177'/54m) PARKING POSITIONS COORDINATES STAND Acft CAT C & D exercise turn N62 11.8 E074 31.9 5 thru 8 at rwy end only. N62 11.7 E074 31.9 9 thru 12 Start-up of main engines is N62 11.8 E074 32.0 822, 13 prohibited on stands 6 and 8 thru 11 when occupied by acft CAT C & D facing east. Birds. Elev 217 35 à Lctr ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS - LANDING BEYOND -Threshold Glide Slope TAKE-OFF WIDTH RWY 7815' 2382m 138' HIRL (60m) HIALS (30m) PAPI-L (3.0° RVR 6585' 2007m 42m ■ TAKE-OFF RUN AVAILABLE RWY 17: RWY 35: From rwy head 7897' (2407m) 🕢 From rwy head 7897' (2407m) 🕢 twy 1 int 7569' (2307m) twy 3 int 2648' (807m) twy 2 int 6693' (2040m) twy 2 int 1532' (467m) twy 3 int 5577' (1700m) 2 First 328'/100m unusable for take-off. TAKE-OFF AIR CARRIER (JAA) All Rwys LVP must be in force RCLM (DAY only) RCLM (DAY only) or RL 250m 400m 300m

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USRK/KGP

20 JUN 08 (10-9X) Eff 3 Jul

JAA MINIMUMS KOGALYM, RUSSIA

					KOGALYM
STRAIGHT-IN RWY		Α	В	С	D
17	ILS	<b>420</b> ′(200′)	<b>420</b> ′(200′)	<b>420</b> ′(200′)	<b>420</b> ′(200′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	<b>580</b> ′(360 <b>′</b> )	<b>580</b> ′(360 <b>′</b> )	<b>580</b> ′(360 <b>′</b> )	<b>580</b> ′(360′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB or LOM	<b>580</b> ′(360′)	<b>580</b> ′(360′)	<b>580</b> ′(360′)	<b>580</b> ′(360′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	LMM	<b>1000</b> ′(780′)	1000′(780′)	<b>1000</b> ′(780′)	1000′(780′)
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
35	ILS	<b>417</b> ′(200′)	<b>417</b> ′(200′)	<b>417</b> ′(200′)	417′(200′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	<b>560</b> ′(343 <b>′</b> )	<b>560</b> ′(343′)	<b>560</b> ′(343′)	<b>560</b> ′(343′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB or LOM	<b>560</b> ′(343′)	<b>560</b> ′(343′)	<b>560</b> ′(343′)	<b>560</b> ′(343′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	LMM	<b>840</b> ′(623′)	<b>840</b> ′(623′)	840′(623	<b>840</b> ′(623′)
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m

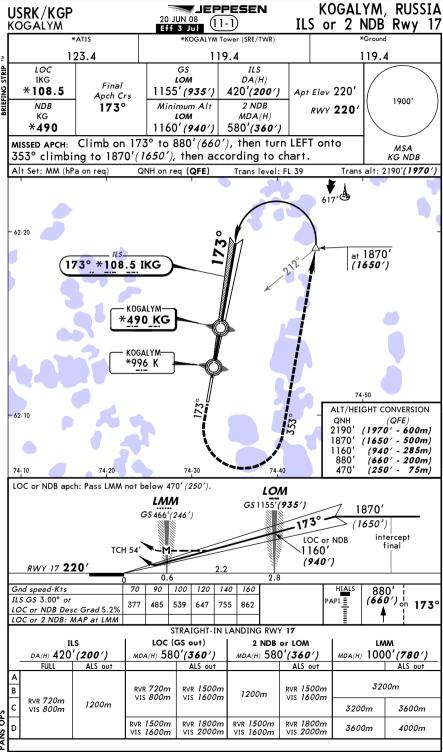
TAKE-OFF RWY 17, 35							
LVP must be in Force		I					
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)					
A B 250m	400m	500m					
D 300m							

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**JEPPESEN** Licensed to прап. Printed on 18 Dec 2009. JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 KOGALYM, RUSSIA **JEPPESEN** USRK/KGP 20 JUN 08 (11-2) Eff 3 JUL ILS or 2 NDB Rwy 35 KOGALYM \*KOGALYM Tower (SRE/TWR) \*ATIS 123.4 119.4 119.4 LOC GS ILS IOL LOM DA(H) Final \*109.5 417'(200') Apt Elev 220' 938'(721') Apch Crs 1900' 2 NDB NDB 353° Minimum Alt RWY 217' LOM MDA(H) \*490 940′(723′) 560'(343') MISSED APCH: Climb on 353° to 880' (663'), then turn RIGHT onto MSA 173° climbing to 1860' (1643'), then according to chart. OL NDB Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2190' 1. LOM is 177'/54m East of rwy centerline. 2. Heavy turbulence and windshear may be expected on Trans alt: 2190'/1973') final when wind direction is 290°-330° and wind speed is more than 10m/s. ALT/HEIGHT CONVERSION (QFE) QNH 62-15 (1973' - 600m) 2190' (1643' - 500m) 1860' 940' (723' - 220m) 880' (663' - 200m) 430' (213' - 65m)KOGALYM-\*996 0 - 62-10 KOGALYM-\*490 OL 353° \*109.5 IOL 62-05 53 at 1860' (1643') 74-50 74-30 75-00 LOC or NDB apch: Pass LMM not below 430/213' LOM LMM GS 938'(721') 1860 GS 430'(213') 3530 intercept final LOC or NDB 9401/ (723') RWY 35 217' Gnd speed-Kts 70 90 100 120 140 160 (663') on 353° ILS GS 3.00° or 377 485 539 647 755 862 LOC or NDB Desc Grad 5.2% LOC or 2 NDB: MAP at LMM STRAIGHT-IN LANDING RWY 35 ILS LOC (GS out) 2 NDB or LOM LMM DA(H) 417'(200') MDA(H) 560'(343') MDA(H) 560'(343') MDA(H) 840'(623') FULL ALS out ALS out ALS out ALS out RVR 720m RVR 1500m VIS 1600m RVR 1500m VIS 1600m 1200m 2400m VIS 800m RVR 720m 3200m VIS 800m RVR 1500m RVR 1800m RVR 1500m RVR 1800m 2800m VIS 2000m VIS 1600m VIS 1600m VIS 2000m

CHANGES: LOC procedure established.

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